

REASONABLE ALTERNATIVES SCREENING MATRIX

ENVIRONMENTAL SCREENING CRITERIA	UNITS	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 7
TOTAL PROPERTY IMPACTS (INCLUDES PHILLIPS COMMUNITY)				
POSSIBLE FULL ACQUISITIONS (IMPACTS >50%)	Number of Parcels	7	4	9
POSSIBLE PARTIAL ACQUISITIONS (IMPACTS <50%)	Number of Parcels	207	172	281
PHILLIPS COMMUNITY				
POSSIBLE FULL ACQUISITIONS (IMPACTS >50%)	Number of Parcels	3	0	0
POSSIBLE PARTIAL ACQUISITIONS (IMPACTS <50%)	Number of Parcels	80	58	55
CULTURAL AND HISTORIC SITES				
NRHP ARCHAEOLOGICAL SITES	Number of Sites	1	1	1
NRHP HISTORIC STRUCTURES	Number of Sites	6	3	4
SWEETGRASS BASKET STANDS	Number of Sites	15	13	13
WETLAND IMPACTS				
ESTUARINE (TIDAL)	Acres	5.4	5.4	6.1
FRESHWATER (NON-TIDAL)	Acres	2.6	2.5	4.7
STREAM IMPACTS	Linear Feet	581	522	791
FLOODPLAIN IMPACTS	Acres	58.8	43.1	72.6
LAUREL HILL COUNTY PARK	Acres	0.8	0.8	3.4
HAZARDOUS MATERIALS SITES	Number of Sites	2	2	2

Screening data is based on preliminary conceptual design that will be refined as the project progresses towards final design; the project team will make every effort to avoid and minimize impacts.




PUBLIC INFORMATION MEETING FOR ALTERNATIVES

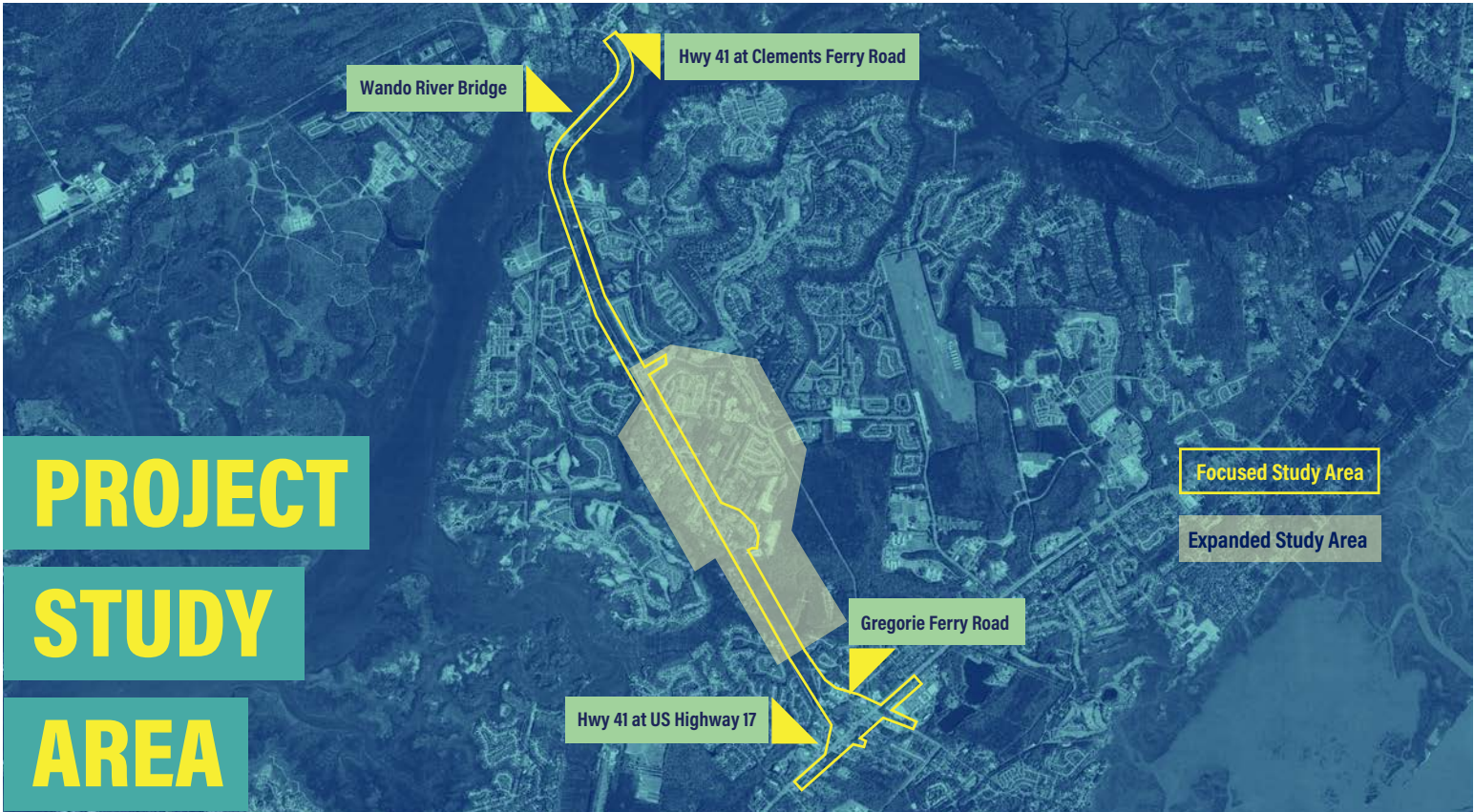
WEDNESDAY, MAY 16, 2018

WELCOME

The goals of today's meeting are to:

-  Provide you with an update since our last meeting.
-  Answer your questions related to the development process.
-  Present reasonable alternatives for the project.
-  Gather your input and feedback.

PROJECT STUDY AREA



PROJECT PURPOSE & NEED

The purpose and need statement was developed with the project team and stakeholder agencies and is required by the National Environmental Policy Act process to help guide the project and set objectives.

- The primary purpose of the proposed SC 41 Corridor Improvements project is to **reduce traffic congestion** within the SC 41 corridor to accommodate future traffic projections.
- The secondary purposes of the proposed SC 41 Corridor Improvements project are to **enhance safety** throughout the corridor, **improve transportation system** and community connections, and **provide bicycle and pedestrian accommodations**, while **minimizing community and environmental impacts**.
- The proposed project is needed to **address anticipated local and regional growth**, increased traffic congestion, safety and **emergency response concerns**, and inadequate interconnections of transportation modes, including pedestrian and bicycle facilities.



REASONABLE ALTERNATIVES

From the data gathered from traffic studies, a range of 12 alternatives was identified. Out of the 12 alternatives that were considered, three reasonable alternatives (1, 2 and 7) plus a No Build option were carried forward for further analysis based on traffic performance and Level of Service for design year 2045.



LEVEL OF SERVICE

Level of Service is a standard measurement based on vehicle delay and speed, which reflects the relative ease of traffic flow on a scale of A to F. A through C would represent a stable flow of traffic, D and E would represent moderate traffic impacts, and level F would represent bumper to bumper traffic.

NO BUILD ALTERNATIVE

In the No Build Alternative, the current conditions of Highway 41 would remain unchanged. The No Build option provides a baseline of comparison for the Reasonable Alternatives.



REASONABLE ALTERNATIVE 2

Alternative 2 would consist of widening existing Highway 41 to five lanes (two travel lanes in each direction with a center turn lane) from Highway 17 to Joe Rouse Road. Highway 41 from Joe Rouse Road to Dunes West Boulevard would be widened to three lanes consisting of one travel lane in each direction with a center turn lane, and Highway 41 from Dunes West Boulevard to the Wando River Bridge would be widened to five lanes. This alternative is moving forward as it provides an acceptable Level of Service for design year 2045 throughout the corridor, except for in the Phillips Community.

REASONABLE ALTERNATIVE 1

Alternative 1 would consist of widening existing Highway 41 to a five lane roadway from Highway 17 to the Wando River Bridge. This alternative would include two lanes of traffic traveling in each direction and a center turn lane. Alternative 1 would provide an acceptable Level of Service for design year 2045 and is moving forward for further evaluation.



Screening data is based on preliminary conceptual design that will be refined as the project progresses towards final design; the project team will make every effort to avoid and minimize impacts.



REASONABLE ALTERNATIVE 7

Alternative 7 would establish a five lane roadway from Highway 17 to Bessemer Road. The five lane section would continue along Bessemer and Dunes West Boulevard to a five lane section on Highway 41 to the Wando River Bridge, making a continuous bypass around the Phillips Community. Existing Highway 41 would be widened to three lanes from Joe Rouse Road to Dunes West Boulevard through the Phillips Community. This alternative is moving forward for further evaluation.

Screening data is based on preliminary conceptual design that will be refined as the project progresses towards final design; the project team will make every effort to avoid and minimize impacts.